

A BIG TALK-FEST ON GOOD ROADS HELD

Representative Men From All Sections of State Gather in Columbia.

TO WAGE A CAMPAIGN

Machinery Put in Motion to Get Signatures of Automobile Owners Asking Legislature to Pass Laws.

Columbia, S. C., Jan. 6.—That the time has come to lift South Carolina out of the mud was the unanimous sentiment of the representative men from over the state who gathered at the Jefferson hotel Friday afternoon to discuss plans for a campaign to secure good roads legislation at the coming session of the general assembly. A permanent organization was perfected and the drive for a bond issue sufficiently large to connect every county seat in the state with concrete roads will begin at once.

The state highway committee which will direct the campaign is composed of one representative from each congressional district, as follows: First, R. G. Rhett, of Charleston; second, to be selected; third, James M. Pearman, of Anderson; fourth, J. W. Norwood, of Greenville; fifth, John T. Stevens, of Kershaw; sixth, D. W. Alderman, Jr., of Florence; seventh, Frank E. Brodnax, of Columbia. This committee will hold a meeting in Columbia immediately.

A. B. Carter, of Greenville, president of the South Carolina State Automobile association, presided over the conference. R. E. Grabel, of Anderson, submitted the report of the ways and means committee appointed at the good roads convention held here December 12. This report recommended the formation of a permanent organization of one representative from each congressional district. It was unanimously adopted.

R. G. Rhett, of Charleston, author of the plan for a \$25,000,000 bond issue, explained the plan in a stirring speech. A crisis in the affairs of South Carolina has come, he declared. There is always a great crisis after a great war. Great changes take place after any great upheaval. After the Civil war there were many changes and they all were against the South. The South has never had any opportunity. All of our avenues are controlled from New York. Now things are changing again after another great war. Are we going to take advantage of it this time? Are we going to again become a leader? Is this inauguration of concrete highways a means of holding the position we have attained in the last 18 months? Why wait for other states to take the lead? Are we not going to take the advantage of the glorious opportunity that is offered us?

Mr. Rhett decided that the state was abundantly able to vote a bond issue now. The income of the people of the state in 1914 from the cotton crop was \$75,000,000. Last year it was \$250,000,000. The income from the cotton mills last year was \$217,000,000. The income of the tobacco raisers was over \$20,000,000. The income of South Carolina is 50 per cent greater than the assessed property values.

"The state is in position this year to do things we have never dreamed of doing before," declared Mr. Rhett. Automobiles have come into very general use during the past few years. They require good roads. We have been shaking them to pieces over the rough roads of our state for the past several years. I would not do the average automobile owner much good to have a stretch of good roads in one county. What is the use of an automobile traveling five miles over good roads in your own county and then shaking it to pieces on a sorry road in the next county?

"The motor trucks have come to stay," said Mr. Rhett. "They destroy soft surface roads. The men who own them and drive them have come to the people of the state and said to them 'We want to build some concrete roads for your trucks. We want you to lend us your credit and

(Continued on Page Four.)

THIRTIETH DIVISION COMING HOME SOON

Possibly By Now is En Route to This Country on Transports.

SOON DISCHARGE 1,000,000

That Number of Men Designated for Early Demobilization at the Various Camps Throughout the United States.

Washington, Jan. 6.—The 13th division, composed of North Carolina, South Carolina and Tennessee troops, is coming as soon as ships can be provided for the transportation. This was announced here by General Peyton C. March, chief of staff.

After stating that the number of men designated for early discharge within the United States now reach the total of 1,000,000, General March authorized the following regarding plans for the return to the United States of soldiers now abroad:

"The number of men that have been designated for early return to the United States in addition to those who have already sailed is 292,000. In addition the 30th, 37th and 91st divisions and second corps headquarters totaling about 83,000 men have been put on priority and will be released as shipping becomes available. This makes the total available for early discharge of 1,397,000 men."

At the rate transportation is now being furnished indications are that the 30th division boys may be home or en route to their homes within two or three weeks. General March would not approximate the date of sailing, nor is it known at this end whether the 13th will come ahead or behind the other two divisions named but the encouraging fact is the Tar Heel boys, and their fellow fighters from adjoining states, are now on a priority list and will not be assigned to duty with the army of occupation.

Port of Arrival Not Announced. At what port the 13th division troops will land has not been announced. A renewal of efforts is expected to obtain permission for them to come via Wilmington and if this fails the landing may be made at Newport News or New York.

The three divisions mentioned by General March as scheduled for early return have been operating with the British army in Flanders. The three divisions and the headquarters corps comprise nearly 90,000 men.

General March said the progress of demobilization at home had been such that the combat division were now reached. In the list announced as stated for early discharge from training camps in this country are 40,000 divisional troops, 43,000 corps and army troops, 48,000 engineers, 398,000 battalions and replacements and 7,000 tank corps troops; 169,000 student officers training corps, 40,000 military aviators and 40,000 coast artillery.

General March also gave figures regarding the number of men discharged to date at various training camps.

This list includes Camp Greene, 6,117; Camp Gordon, 13,625; Camp Jackson, 11,146. The total number of men so far released in the United States was given as 630,369, with 40,000 additional discharged officers.

The chief of staff denied that certain batteries in the Rainbow division had been "cut to pieces" in the last days of the fighting. His reply concerning the Rainbow division, while not inclusive of figures, is to an extent reassuring. He called attention to receipt by him of a letter of inquiry reading:

Not Cut to Pieces. I am writing on behalf of about 150 anxious mothers begging for information of our boys, batteries B and D, 150th F. A. 42nd, (Rainbow) division. We have had no word since the armistice was signed, and there is a rumor current that they were almost completely wiped out in the last battles. We are almost beside ourselves with worry. So if you can find out where they are and send us a letter of how they are."

General March to this said: "The commander of the Rainbow

(Continued on Page 5.)

MC'ADOO EXPLAINS HIS 5-YEAR POLICY

Cross-Questioned By Senators Cummings and Kellogg as to Railroads.

GIVES THREE REASONS

The Companies, Mr. McAdoo Says, Are Challenging Authority of Railroad Administration to Compel Purchase.

Washington, Jan. 6.—Director General McAdoo, testifying before the senate interstate commerce committee at the opening of hearings on the future policy toward railroad, was subjected to a fire of questions by Senator Cummings, of Iowa, and Senator Kellogg, of Minnesota, Republicans, intended to develop why Mr. McAdoo believes it advisable to turn back the roads to private management as soon as possible if congress does not extend the period of federal control for five years.

Both senators argued by implication for retention by the government of the railroads for the full 12 months after the declaration of peace, authorized by the existing law, and legislation meanwhile by congress to provide a permanent solution of the railroad problem.

Mr. McAdoo gave three reasons why he does not believe in retaining control of the roads for the 21 months:

That the railroad companies already are challenging the authority of the railroad administration to require them to purchase certain equipment, and otherwise are not giving a full measure of co-operation;

That some state railroad commissions threaten to dispute the right of the federal management to dictate intrastate rates in normal peace times and,

That the uncertainty of the future would cause a ferment within railroad organizations particularly destructive to morale of employes and officials.

To Senator Cummings' comment that he thought it little less than a crime to turn back the roads at an early date, with the "standard of wages, material costs and rates as they are," and that "unless the roads are given more time to prepare it will be little short of disastrous," Mr. McAdoo replied:

"I cannot foresee such a situation at all unless the state commissions and the interstate commerce commission, ignoring the necessity for maintaining wages and the rights of just compensation would reduce the rates unjustly. My idea of this railroad problem is to stabilize conditions for five years, to play safe, and try out unified management for that long. Then we will know better how to deal with the railroad question."

Mr. McAdoo declared that his inclination had "always been against public ownership," and in favor of some sort of private ownership with strong unified control.

Mr. McAdoo said he thought the present principle of operation should be continued for five years with power to initiate rates reserved to the President and that short lines should be included in the national system.

Senator Kellogg asked whether the railroads, if turned back to private management without giving congress time to enact remedial legislation, possibly permitting them to unify their facilities and to pool earnings, would not face bankruptcy as a result of the resumption of the operations of state laws and regulations providing low intrastate rates. Mr. McAdoo replied that he did not believe state agencies would force down rates without considering fully the new financial obligations of the roads.

"Don't you think that with the railroads under government management for five years, they would be at the mercy of the officials who run them at the end of that time, and that people of the United States would not have a real chance to decide what they wanted done with the roads?" asked Senator Kellogg.

"Decidedly not," was Mr. McAdoo's reply.

Senator Kellogg will resume his

(Continued on Page 5.)

THEODORE ROOSEVELT DIES AT OYSTER BAY

A. W. CHANCE, OLDEST LANCASTRIAN, IS DEAD

He Passed Away Early This Morning at Home of R. A. Long in This City.

A. W. Chance, the oldest native resident of Lancaster, died at the home of R. A. Long on North White street, this morning at three o'clock, death being due to influenza and pneumonia, superinduced by age. Mr. Chance was in his 74th year and had been ill for about ten days. He spent his life in Lancaster and had made his home with Mr. Long for several years.

Mr. Chance had no near relatives, though he was distantly related to several people of this city and county.

For about a quarter of a century, he conducted a small store on Main street, and his honorable and fair dealing and his high moral standards won him many friends who will be pained to hear of his death.

Funeral services will be conducted from the residence of Mr. Long this afternoon. Interment will be in Westside cemetery.

SIX DESTROYERS ARRIVE FROM FOREIGN WATERS

Have Seen Long and Active Service as Convoys and Chasing U-Boats on Other Side.

Philadelphia, Pa., Jan. 6.—Without ceremony six destroyers that saw long and active service in foreign waters have arrived here. They were the Stewart, McCall, Ammen, Worden, Truxton and Whipple. Their decks were crowded with men who waved greetings to the sailors and marines who flocked to the docks of the navy yard.

The destroyers left Brest last month, crossing the Atlantic by way of the Azores and Bermuda.

All of the destroyers have brilliant records in convoy duty and in hunting German submarines. The Ammen comes home with a record of having cruised 90,000 miles in 18 months of duty without having a single breakdown. During a terrific storm in December, 1917, in which two British destroyers, accompanying her, were lost the Ammen was damaged but continued on patrol duty until relieved.

POSED AS MAN EIGHT YEARS IS FOUND TO BE A WOMAN

San Bernardino, Calif., Jan. 6.—After passing as a man for eight years and feeling in the desert near here to evade the physical examination incident to the military draft "John Bauer," aged 24, was found today to be a woman when she refused to submit to the ministrations of a male nurse at the state hospital at Patton near here.

"Beaur" who refused to give any other name, was apprehended in Death Valley where she had lived in a cave for the past year and was believed to have become unbalanced from solitude.

The woman told the hospital authorities she had lived in the Imperial Valley, California, for seven years; working as a man and wearing men's clothing before she fled, according to her statement, to evade the draft.

ABANDON "WATCH FIRES."

Washington, Jan. 6.—Because of interference by the police, the National Woman's party announced tonight that it had abandoned its plan to "keep watch fires" burning in front of the White House until the senate had passed the Susan B. Anthony suffrage constitutional amendment resolution.

Rights of Citizenship For Jews.

Paris, Jan. 6.—Rights of citizenship have been granted by Rumania to all Jews born in that country. It is announced in a letter written by V. Antonesco, Rumanian minister to France, to M. Rothschild, head of the central Jewish committee in France.

MCADOO ASSERTS THAT HIS PLANS IS THE BEST

Declares Any Scheme Except Five-Year Control of Railroads Is Makeshift.

Washington, Jan. 6.—Only through the proposed five year extension of government management of railroads can the government move toward a permanent and comprehensive solution of the railroad problem. Director General McAdoo insisted in testifying at the senate interstate commerce committee's hearing on railroad legislation. Other plans, such as private management, possibly with limited consolidation of lines and with government supervision, Mr. McAdoo said he considered "inadequate expenditures" and "makeshifts," and he was prepared to make no further recommendation if congress decides not to extend control as he had suggested.

Questions of Senators Kellogg, Gore, McLean, Townsend, Cummins and Watson were directed at Mr. McAdoo in a vain attempt to ascertain his ideas of what course would be best as an alternative for the five year proposal.

Fear that railroad men would be thrown into politics of the next presidential campaign constituted one of the principal reasons supporting the five-year suggestion, Mr. McAdoo asserted.

"If the railroads are held only 21 months," he said, "I fear the employes themselves would become objects of solicitation for one plan of campaign or one group of candidates."

He defended government operation against what he described as "an attempt to discredit it on the ground that net earnings had been insufficient to pay the compensation guaranteed by the government," saying judgment of unified operation should be based on earnings only in normal peace times, and that this was another reason for testing government control for five years.

"My judgment is that the test would show something conclusive—I do not know what," said Mr. McAdoo, replying to Senator McLean's query: "Can we test one system by trying another?"

To Senator Gore's inquiry: "Don't you think the railroads should be permitted to consolidate, gravitating toward two or three competing national systems, with some government supervision?" Mr. McAdoo answered:

"I think that would be only a relative to deal with certain conditions. I would prefer to deal with the question comprehensively." At the end of his testimony, Mr. McAdoo and Senator Smith, of South Carolina, chairman of the committee, exchanged brief complimentary speeches. It was the occasion of Mr. McAdoo's last appearance before a body of congress before retiring as director general.

Today the committee will hear Edgar E. Clark and other members of the interstate commerce commission. Mr. McAdoo is expected daily to receive word from President Wilson concerning appointment of a new director.

MANN CRITICIZES DELAY IN PAYING THE SOLDIERS

Washington, Jan. 6.—Republican leader Mann, in the house, criticized the war department for delay in paying soldiers and dispensing allotments to dependents. Without naming any one, Mr. Mann said much of the trouble was due to the ignorance of department officials and employes, and that "Secretary Baker ought to wring the necks of some of them until they find out how to work."

MANY PASSENGERS MAROONED.

Norfolk, Va., Jan. 6.—Scores of passengers on incoming trains of the electric division of the Norfolk Southern were marooned behind snow drifts near the coast tonight for nearly four hours. Rotary plows finally liberated the cars.

PASSED PEACEFULLY AWAY AT AN EARLY HOUR ON MONDAY

His Death Was Great Surprise, His Condition Not Being Considered Serious.

WILL BE BURIED TODAY

Funeral Without Pomp or Ceremony, Without Music or Flowers at Little Church Where He Worshipped.

Oyster Bay, Jan. 6.—Col. Theodore Roosevelt, 26th President of the United States, who died at his home on Sagamore hill early today, will be laid to rest without pomp or ceremony in Young's memorial cemetery in this village Wednesday afternoon. He will be buried on a knoll overlooking Long Island sound, a plot which he and Mrs. Roosevelt selected soon after he left the White House. In the words of the clergyman who will conduct the funeral services, "America's most typical American, known in every corner of the earth, will go to his grave as a quiet democratic Christian country gentleman beloved by his neighbors."

After prayers at the Roosevelt home, at which only members of the family will be present, the funeral service will be held at 12:45 o'clock in Christ Episcopal church, the little old frame structure where for years the colonel and his family worshipped.

No Flowers Will Be Sent.

At the request of Mrs. Roosevelt no flowers will be sent. The altar will be decorated only with laurel placed on it for the Christmas season. Also in conformance with Mrs. Roosevelt's wishes, there will be no music and no eulogy, but only the simple service of the Episcopal church, conducted by the pastor, Rev. George E. Talmage.

The church, founded in 1705, will accommodate less than 500 persons, so admittance will be by card only.

Cabled and other messages of condolence not only from fellow countrymen of high and low degree, but from distinguished citizens of many nations were pouring into Oyster Bay tonight by the hundreds. All express heartfelt grief at the passing of a great man, and deepest sympathy for Mrs. Roosevelt, always devoted to her distinguished husband, one of his most trusted advisers. The widow is bearing up bravely under the shock of his sudden death, coming so soon after that of their youngest son, Lieut. Quentin Roosevelt, who was killed in a battle with a German airman.

Death Hastened by Grief.

The death of Colonel Roosevelt is believed by his physicians to have been hastened by grief over Quentin's death, coupled with anxiety over the serious wounds suffered by Capt. Arche Roosevelt.

He was proud of his soldier sons and their heroism but he was a devoted father and he grieved for the one who gave his life for his country, as well as for the other who was wounded. He hid his sufferings hoping that he might set an example for other fathers and mothers who had given their sons to the nation.

To the last Colonel Roosevelt had been preaching "Americanism" and few realized that his health had been shattered. It was believed the rugged constitution which had stood him in such good stead through so many years of "strenuous" life would not fail him and that he would regain his health. His messages of late, however, had been delivered through the medium of editorials or public statements.

Even to his neighbors it seemed impossible that life had ended so suddenly for the Rough Rider hero

(Continued on Page Five.)